

October 10, 2002 Meeting Minutes

1. Welcome and Introductions

Jay Kim welcomed members of the CAC, TAC, consultant team and community audience members to the second meeting of the Citizen Advisory Committee to the Lincoln Corridor Task Force. Representatives from the Cities of Los Angeles and Santa Monica, SCAG, Caltrans, and the Coastal Commission were also in attendance.

2. Existing Conditions – Lincoln Boulevard between Manchester Avenue & the Santa Monica Freeway

Viggen Davidian presented draft background information on the existing conditions in the corridor. As the project continues, he will present updated and more extensive information regarding traffic and accident data, transit ridership, median locations and speed surveys. Mr. Kim noted that information related to the Study will be posted on the Lincoln Corridor Task Force website (<http://www.scag.ca.gov/lctf>).

Elaine Carbrey provided a multimedia presentation on the current urban design of Lincoln Boulevard. She noted that through portions of the Lincoln corridor, street furniture and narrow sidewalks impede pedestrian movement. In addition, utility poles and uncoordinated retail development has caused visual blight. She clarified that this Study will look at a wide range of corridor aesthetic alternatives for improving the Corridor, and may include different solutions for different areas.

Additionally, both Mr. Davidian and Ms. Carbrey's presentations emphasized that while Lincoln Boulevard is included in numerous community and regional plans, there is no common theme or apparent vision for this regional roadway. Therefore, the Task Force should consider developing one motif for the area and then encouraging local and state government officials to participate in implementing that theme.

Mr. Kim then presented a video inventory of the Lincoln corridor from Manchester Boulevard to the Santa Monica Freeway showing the physical characteristics, land use and parking restrictions in the Study area. The presentation included updates on activity along Lincoln Boulevard including work to be completed on the Culver Boulevard Bridge, street and landscaping improvements near the Playa Vista development, utility pole relocation and new Rapid Bus transit service. Caltrans, for example, will begin constructing a project within the next 12-18 months that will add landscaping, and a bike and pedestrian path on the west side of Lincoln Boulevard, connecting it with Ballona Creek. The Study should also look at addressing the accidents that tend to occur at "pinch points" as Lincoln Boulevard narrows, which may be accomplished by improving the signals. He also noted that, at between \$2.5 and \$3 million per linear mile, "undergrounding" utilities is very expensive and would have to likely be included in a larger transportation project. Lastly, he pointed out the significant support for extending light rail onto Lincoln Boulevard, which must be considered in the planning effort for this Study.

Given this information related to the existing conditions, the Task Force's role is to develop a list of recommendations for improvements to the corridor. Mr. Kim, however, emphasized that the Task Force is participating in a preliminary planning effort, and it does not have any jurisdiction over projects that are already in the pipeline.

3. Open Discussion

- General Comments
 - The Task Force must work with elected officials to help convey the importance of having a coordinated effort to implement the improvement proposals along the corridor.
 - Add more mass transit options rather than looking at widening Lincoln Boulevard.

Lincoln Corridor Task Force ♦ Citizen Advisory Committee

- The study should address the flooding problems experienced along Lincoln Boulevard near the Ballona Creek.
- Congestion and Traffic Concerns
 - Capacity improvements to Lincoln Boulevard may negatively impact the area by attracting more motorists to the corridor and adding to the congestion.
 - Improving the synchronization of the traffic signals should be considered.
 - The study should address access issues related to the driveways along the Boulevard.
 - The consultant team should estimate the accident rates along key intersections of Lincoln.
 - Elements of the City of Santa Monica's traffic calming program along local arterials that intersect Lincoln Boulevard should be evaluated and considered for other neighborhoods along Lincoln.
- Transit Suggestions/Comments
 - Segments of Lincoln Boulevard are not served by mass transit as some bus routes that had previously served the corridor have been cancelled.
 - Bus Rapid Transit service should become a proposed alternative; however, for it to work, corridor congestion must be addressed. Not addressing the traffic congestion may negate any of the potential benefits afforded by more bus service.
 - The study should be supportive of the development of Light Rail Transit along the corridor.
 - The study should include bike paths in this planning effort.
- Planning Efforts
 - Elected officials should be included in outreach efforts and should be more involved in the efforts of the Task Force.
- Response to Existing Conditions Presentation
 - Peak hour parking restrictions should be provided along the segments of Lincoln Boulevard that allow all day parking, especially at the "pinch points."
- Response to Urban Design Presentation
 - Bicycling on the sidewalks should not be encouraged or considered by the study.
 - Trees planted in a raised roadway median may lead to significant visibility problems for motorists and pedestrians.
 - The study should consider non-transportation improvements, such as a proposal to provide a new community and/or regional center.
 - This study should evaluate and perhaps coordinate with other existing projects, like the City of Los Angeles' facade program.
 - A friendlier pedestrian environment should be considered along Lincoln Boulevard. For example, wider sidewalks can provide restaurant owners with the ability to allow outdoor dining.
 - The study should ensure that any proposals are compliant with the Americans with Disabilities Act (ADA).
- Response to Video Inventory
 - As indicated earlier, the study should evaluate the need to improve the operation of the traffic signals.

4. CAC Organization/Next meeting

Mr. Kim stated that an inventory of the future conditions will be presented at upcoming CAC meetings. He initiated a discussion about the structure and organization of the CAC. The members of the CAC in

Lincoln Corridor Task Force ♦ Citizen Advisory Committee

attendance agreed that there is no need to change the current format and requested that Mr. Kim continue to chair the CAC meetings. They chose not to elect a CAC chairperson. The members commended the consultant team and both Tom Carranza and Mr. Kim for their efforts to date and suggested that the CAC format should remain.

5. Public Comments

- The Lincoln Boulevard Improvement Study should be coordinated with other agencies and with elected officials so that there is some guarantee that improvements can actually be implemented.
- Similarly, additional outreach should be initiated with the local elected officials to stress the importance of coordination.
- The next meeting should include a presentation discussing the programmed projects taking place and planned along the corridor.

No written comments were submitted.

6. Next Meeting

To be determined. The Task Force is happy to continue meeting on Thursday evenings. LADOT staff will be in touch with the CAC members to schedule the next meeting.

The meeting adjourned at 9:10 p.m.